

# AIRCRAFT ACCIDENT REPORT

DD FORM 3760-1A (Rev. 3-53)

SPECIAL HANDLING REQUIRED in accordance with

Para. 64, GPCAT INSTRUCTION 3760-1A

OFFICE REPORT FORM 1

## PART I GENERAL

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY <b>CO, WFA 512</b>	2. SERIAL NO. <b>6-65A</b>	3. DATE LOCATED OF AIRCRAFT <b>0750H 19 OCT</b>	4. MODEL AIRCRAFT <b>F4B</b>	5. ESTIMATED WEIGHT <b>12,157</b>
6. COMMANDER, Naval Aviation Safety Center <b>VIA: (1) CO, MAG-13 (2) CO, 1st MAW (3) COMNAVAIRPAC (4) CO, NCPAC</b>		7. LOCATION OF AIRCRAFT <b>MCAS CHU LAI</b>	8. DATE <b>19 OCT</b>	9. TIME IN FLIGHT <b>0.1 HRS</b>
10. TYPE CLEARANCE <b>VFR LOCAL</b>		11. AIRSPEED <b>200-220 KIAS</b>	12. ALTITUDE <b>53,000 lbs</b>	13. ELEVATION AT TIME OF CRASH <b>25 FT</b>
14. DESCRIPTION OF AIRCRAFT <b>AIRCRAFT CRASHED AFTER TAKE OFF</b>				
15. NAME, MODEL, BUILD, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete GPCAT Form 3760-1 for each A/C) <b>NONE</b>				
16. FACTOR <b>Y</b>				

(b) (5)

## SECTION B. CONTRIBUTING FACTORS

1. NAME (Last, first, & middle initial) <b>JACKS, CLIN D.</b>	2. GRADE <b>MAJ</b>	3. SERVICE NO. <b>068835</b>	4. BRANCH <b>USMC</b>	5. GRADE <b>12</b>	6. POSITION <b>PILOT COPILOT</b>
7. COMMENTS (Check all that apply) <b>TNA</b>					
8. ITEM			9. ITEM		
10. ALL MODELS <b>3,000.3</b>			11. OF LANDINGS DAY/NIGHT <b>20/3</b>		
12. ALL MODELS IN LAST 12 MONTHS <b>120.9</b>			12. OF LANDINGS LAST 6 MONTHS <b>0/0</b>		
13. ALL MODELS IN LAST 3 MONTHS <b>38.5</b>			13. OF LANDINGS LAST 3 MONTHS <b>0/0</b>		
14. ALL SERIES THIS MODEL <b>160.1</b>			14. OF LANDINGS LAST 3 MONTHS <b>1.3/3.2</b>		
15. ALL SERIES THIS MODEL <b>53.6</b>			15. OF LANDINGS LAST 3 MONTHS <b>3.5/8.4</b>		
16. ALL SERIES THIS MODEL <b>31.8</b>			16. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
17. ALL SERIES THIS MODEL <b>31.8</b>			17. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
18. ALL SERIES THIS MODEL <b>31.8</b>			18. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
19. ALL SERIES THIS MODEL <b>31.8</b>			19. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
20. ALL SERIES THIS MODEL <b>31.8</b>			20. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
21. ALL SERIES THIS MODEL <b>31.8</b>			21. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
22. ALL SERIES THIS MODEL <b>31.8</b>			22. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
23. ALL SERIES THIS MODEL <b>31.8</b>			23. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
24. ALL SERIES THIS MODEL <b>31.8</b>			24. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
25. ALL SERIES THIS MODEL <b>31.8</b>			25. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
26. ALL SERIES THIS MODEL <b>31.8</b>			26. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
27. ALL SERIES THIS MODEL <b>31.8</b>			27. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
28. ALL SERIES THIS MODEL <b>31.8</b>			28. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
29. ALL SERIES THIS MODEL <b>31.8</b>			29. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
30. ALL SERIES THIS MODEL <b>31.8</b>			30. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
31. ALL SERIES THIS MODEL <b>31.8</b>			31. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
32. ALL SERIES THIS MODEL <b>31.8</b>			32. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
33. ALL SERIES THIS MODEL <b>31.8</b>			33. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
34. ALL SERIES THIS MODEL <b>31.8</b>			34. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
35. ALL SERIES THIS MODEL <b>31.8</b>			35. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
36. ALL SERIES THIS MODEL <b>31.8</b>			36. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
37. ALL SERIES THIS MODEL <b>31.8</b>			37. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
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40. ALL SERIES THIS MODEL <b>31.8</b>			40. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
41. ALL SERIES THIS MODEL <b>31.8</b>			41. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
42. ALL SERIES THIS MODEL <b>31.8</b>			42. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
43. ALL SERIES THIS MODEL <b>31.8</b>			43. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
44. ALL SERIES THIS MODEL <b>31.8</b>			44. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
45. ALL SERIES THIS MODEL <b>31.8</b>			45. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
46. ALL SERIES THIS MODEL <b>31.8</b>			46. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
47. ALL SERIES THIS MODEL <b>31.8</b>			47. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
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51. ALL SERIES THIS MODEL <b>31.8</b>			51. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
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53. ALL SERIES THIS MODEL <b>31.8</b>			53. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
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56. ALL SERIES THIS MODEL <b>31.8</b>			56. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
57. ALL SERIES THIS MODEL <b>31.8</b>			57. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
58. ALL SERIES THIS MODEL <b>31.8</b>			58. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
59. ALL SERIES THIS MODEL <b>31.8</b>			59. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
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64. ALL SERIES THIS MODEL <b>31.8</b>			64. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
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67. ALL SERIES THIS MODEL <b>31.8</b>			67. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
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87. ALL SERIES THIS MODEL <b>31.8</b>			87. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
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93. ALL SERIES THIS MODEL <b>31.8</b>			93. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
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98. ALL SERIES THIS MODEL <b>31.8</b>			98. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
99. ALL SERIES THIS MODEL <b>31.8</b>			99. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		
100. ALL SERIES THIS MODEL <b>31.8</b>			100. OF LANDINGS LAST 3 MONTHS <b>1.3/1.3</b>		

(b) (6)

ORIGINAL

## AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page 2

SPECIAL HANDLING REQUIRED in accordance with

Para. 66, OPNAV INSTRUCTION 3750.6, 1 January 1963

OPNAV REPORT 3750-1

PART B MAINTENANCE, MATERIAL AND FACILITIES DATA									
1. DATE OF MANUFACTURE	2. FLIGHT HRS SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS SINCE LAST PAR/OVERHAUL	6. LAST PAR/OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK	
1 May 1964	976.1	1/NA	17/NA	588.7	FAMPA ATSUGI	2nd ODD	99.3	41	

1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
(1) J79	401659	729.7	1	YES	297.8	NAS	CALENDAR	104.6	189
(2) J79	421080	1004.3	1	YES	542.2	NAS	CALENDAR	104.6	234
(3)									
(4)									

1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURER'S PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OV-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. FOR PART
(1)							
(2)							
(3)							
(4)							

1. PARTS REPAIRED		2. PARTS REPLACED	
PART NUMBER	NOMENCLATURE	PART NUMBER	NOMENCLATURE

JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)									
AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ALTITUDE		
60 feet	200	UNK	UNK	UNK	TAKE OFF	UNK	10000 ft		
8. G FORCES	9. RELIGHT	10. ALTITUDE	11. IAS	12. WAS EGT	13. FUEL CONTROL	14. NO. RELIGHT ATTEMPTS			
1 POS	<input type="checkbox"/> ATTEMPTED <input type="checkbox"/> ACCOMPLISHED	N/A	N/A	NA	<input type="checkbox"/> MANUAL <input type="checkbox"/> AUTOMATIC	N/A			
15. ENGINE SYMPTOMS	16. CAUSE OF SYMPTOMS								
Suspect Fire Warning Light	UNK (Awaiting DIR)								
17. ALTITUDE									
18. IAS									
19. ALTITUDE									
20. RPM									
21. MAP									
22. TORQUE/SHIP									
23. FUEL FLOW PRESSURE									
24. OIL PRESSURE									
25. ENGINE SYMPTOMS	26. CAUSE OF SYMPTOMS								

1. AIRPLANE SERIAL NUMBER		2. CTR MESSAGE REQUEST DATE-TIME GROUP		3. OTHER	
2911032 00767					

ORIGINAL

## AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page 3

SPECIAL HANDLING REQUIRED *As determined with*

OPNAV REPORT 3750-1

Part 66, OPNAV INSTRUCTION 3750.6, effective edition

1. EQUIPMENT INVOLVED <input type="checkbox"/> CRUISE <input type="checkbox"/> ARRESTING GEAR		2. PRESSURE SETTINGS	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED
6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION OF SHIP		9. LANDING BRIDLE AND BRIDLE ARRESTER	

10. CRUISE/ARRESTING GEAR BULLETINS OR MEMORANDUMS USED

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS		15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (For cable failures specify on landings and number in column)
			CONSTANT PRESSURE DOME (P.S.I.)	CONSTANT RINOUT (WT. RS.)		
DECK PENDANT						
DECK PENDANT						
BARRIER/BARRICADE						

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

1. DATE DEPLOYED COMUS	2. NO. DAYS OPERATING PERIOD	3. DAY HOURS/LANDINGS SINCE DEPLOYMENT	4. NIGHT HOURS/LANDINGS LAST 30 DAYS
5. INST. HOURS LOGGED SINCE DEPLOYMENT - ACTUAL/SIMULATED	6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT	7. NIGHT HOURS/LANDINGS LAST 30 DAYS	

WEATHER AT SCENE OF MISHAP

1. CEILING NONE	2. VISIBILITY 10 MI.	3. RELATIVE WIND DIRECTION AND VELOCITY 300°/08 KTS	4. TEMPERATURE SURFACE 80 OUTSIDE 75	5. DEW POINT UNK	6. ALTIMETER SETTING 29.78
7. OTHER WEATHER CONDITIONS (include aloft, icing level, sea state, density altitude, as appropriate) NOT A FACTOR					

## PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION
II	0	—	1. NO SHIPBOARD OPERATIONS NOTED IN AIRCRAFT LOG BOOK.	200 NAVJAG/OPNAV DIRECT BARS 100 NAVJAG/OPNAV 1 CC CNO (CODE AAP) 1 CC CG, NPPAC 1 CC CG/NAVAIRPAC 1 CC CG, 1st NAV 1 CC CG MAG-33 1 CC CG WFA-52
III	—	—	2. Distributions: 1 CC NAVPLANTREPO, ST LOUIS 1 CC CG, NAVJAG/OPNAV, EL CENTRO, CALIF. 92244 1 CC IIR AFIP, WASH. D.C. 1 CC COMPAIDMESTAC CAPT. SCHOED. D.	
IV	—	5	3. GOVERNMENT PROPERTY COST DAMAGE TO: NONE	4. PRIVATE PROPERTY NONE
				5. DATE SUBMITTED TO CG 14 NOVEMBER 1967

## PART IV SIGNATURES OF THE BOARD

(b) (6)	
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\* When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.



**PART V. THE ACCIDENT**

1. On 19 October 1967, WH-07, Bureau Number 151457, was assigned to pilot JACKS and Radar Intercept Officer MACGEARY for a TFQ-10 bombing mission. The aircraft configuration was full internal fuel, two (2) full external wing tanks, two (2) triple ejector racks, one (1) multiple ejector rack and twelve (12) MK-82 500 pound bombs. Sortie was scheduled as a single flight. Gross weight take-off was 53,000 pounds.

2. At 0720H, after a normal brief, the aircrew checked out from operations for their flight and the yellow sheets and pre-flight revealed no discrepancies. (Enclosure 11). Start and taxi were normal and aircraft departed the flight line.

3. At 0746, WH-07, using the call sign of Castor Oil 158 was cleared into position on runway 32 West for engine run-up and take-off. Take-off was to be monitored on departure control frequency as the aircrew had elected to make an instrument departure. 32 West is a 10,000 feet by 150 feet concrete runway with M-21 arresting gear located at 3500 feet and at 6500 feet. Both M-21's were in battery at this time.

4. At 0748, WH-07 (Castor Oil 158) was cleared for take-off. As the aircraft approached the south field arresting gear (3500 feet), the nose rotated to take-off attitude (Enclosure 3). As the aircraft lifted off with approximately 5000 feet of runway remaining, a bright sheet of flame was observed to emit from the starboard after-burner flame pattern (Enclosures 2, 3, 6 and 8). The duration of the flame was only momentary as aircraft continued its climb on runway heading. The landing gear was retracted and as the aircraft approached the over-run, altitude approximately 200 feet and airspeed estimated at 200-220 KIAS (Enclosures 2 and 3), both afterburners were secured. (On normal take-offs, squadron SOP dictates securing afterburners at 320 KIAS and 1,000 feet.) As the afterburners were secured, another sheet of flame similar to the first was emitted from the starboard afterburner (Enclosure 3). The power on the right engine was reduced or possibly secured, as aircraft started a gentle starboard turn toward either the sea or an attempt to land Runway 14 East (Enclosures 2 and 3). While in the turn, the aircraft was observed to begin a descent of about 300 to 500 feet per minute and angle of bank gradually increasing from 20° right wing down to approximately 60° (Enclosures 2 through 8). After completion of 90° of turn, the aircraft had descended to an altitude of approximately 100 feet and at this time the nose of the aircraft was observed to drop sharply to 20° nose down and the rate of roll and descent to increase (Enclosures 2 through 8). As angle of bank passed 135° right wing down, at an altitude of approximately 75 feet, the Radar Intercept Officer attempted an ejection. The rear canopy was observed to separate and the seat to leave the aircraft just prior to the aircraft impacting the ground. The canopy was found intact 105 feet short of the aircraft's initial impact. Just prior to impact, the pilot apparently attempted an ejection, as his canopy came to rest 84 feet from the aircraft impact and was relatively undamaged. (Enclosure 19)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH ORNAVINST 3750.6 SERIES

PART V. THE ACCIDENT (CONTINUED)

5. The aircraft struck the ground in a 20° nose low, almost inverted attitude, and on a heading of 070°. A minimum of three MK-82's exploded on impact (Enclosures 15 through 23), in addition to the fuel explosion.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPMVINST 3750.6 SERIES

**PART VI. DAMAGE TO AIRCRAFT**

1. The aircraft sustained Alpha damage due to high impact forces and the detonation of at least three (3) MK-82 500 pound bombs (Enclosures 25 and 26).

2. On initial impact, the cock-pit received extensive damage, making it impossible to reconstruct switch settings and instrument gauge readings.

3. The aircraft separated into seven main sections (Enclosure 13) as it continued to travel over rough sandy terrain and up a slope gradient estimated at 3°. The sections came to rest at the following distances and bearing from initial impact:

- a. Starboard wing - 038° at 90 feet
- b. Stabilator and Rudder - 068° at 121 feet
- c. Port wing - 075° at 256 feet
- d. Port after burner and rear of engine bay - 065° at 283 feet
- e. Aft fuselage structure and arresting hook - 069° at 296 feet
- f. Starboard Engine - 057° at 310 feet
- g. Port Engine - 070° at 672 feet

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

PART VII. THE INVESTIGATION AND ANALYSIS

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH COMNAVIST 3750.6 SERIES



PART VII. THE INVESTIGATION AND ANALYSIS (CONTINUED)

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES



PART VIII. CONCLUSIONS

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6  
SERIES.

PART IX. RECOMMENDATIONS

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6  
SERIES.

# LIST OF ENCLOSURES

- |  |   |
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SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3754.6 SERIES

ORIGINAL



VMFA-542 AAR 6-68A, 19 October 1967, F4B BuNo 151457, pilot JACKS

RESUME OF PILOT FLIGHT TIME EXPERIENCE

<u>YEAR</u>	<u>AIRCRAFT MODEL</u>	<u>FLIGHT HOURS</u>
1955	T-34	56.3
	T-28	122.3
	SNJ	62.7
	TV-2	56.6
	F9F	623.3
Jan 1961	F4D	371.4
Feb 1961 - June 1961	F4D	135.7
June 1961	F8U1E	5.5
Aug 1961 - Oct 1964	T33A	289.9
Oct 1961 - June 1963	F106A/B	483.8
Sept 1962	F104D	11.9
Jan 1964 - May 1964	T28B	49.2
Apr 1964 - June 1965	TC45J	110.7
July 1964 - Sept 1967	T1A	446.3
Dec 1965 - Apr 1966	TF9J	3.7
July 1966 - Oct 1967	F4B	100.1

The above cannot be augmented with such supplementary information as night time, simulated and actual instrument time due to the non-availability of the pilots records.

ORIGINAL HANDLING REQUIRED IN ACCORDANCE WITH OMBASINST 3750.6 SERIES

**ORIGINAL**

ENCLOSURE

All statements withheld  
under exemption (b)(5).

PAST 10 NAVAL AIRCRAFT FLIGHT RECORD (YELLOW SHEET) DISCREPANCIES CONCERNING  
P-4B, BUNO 151457 AND CORRECTIVE ACTION TAKEN:

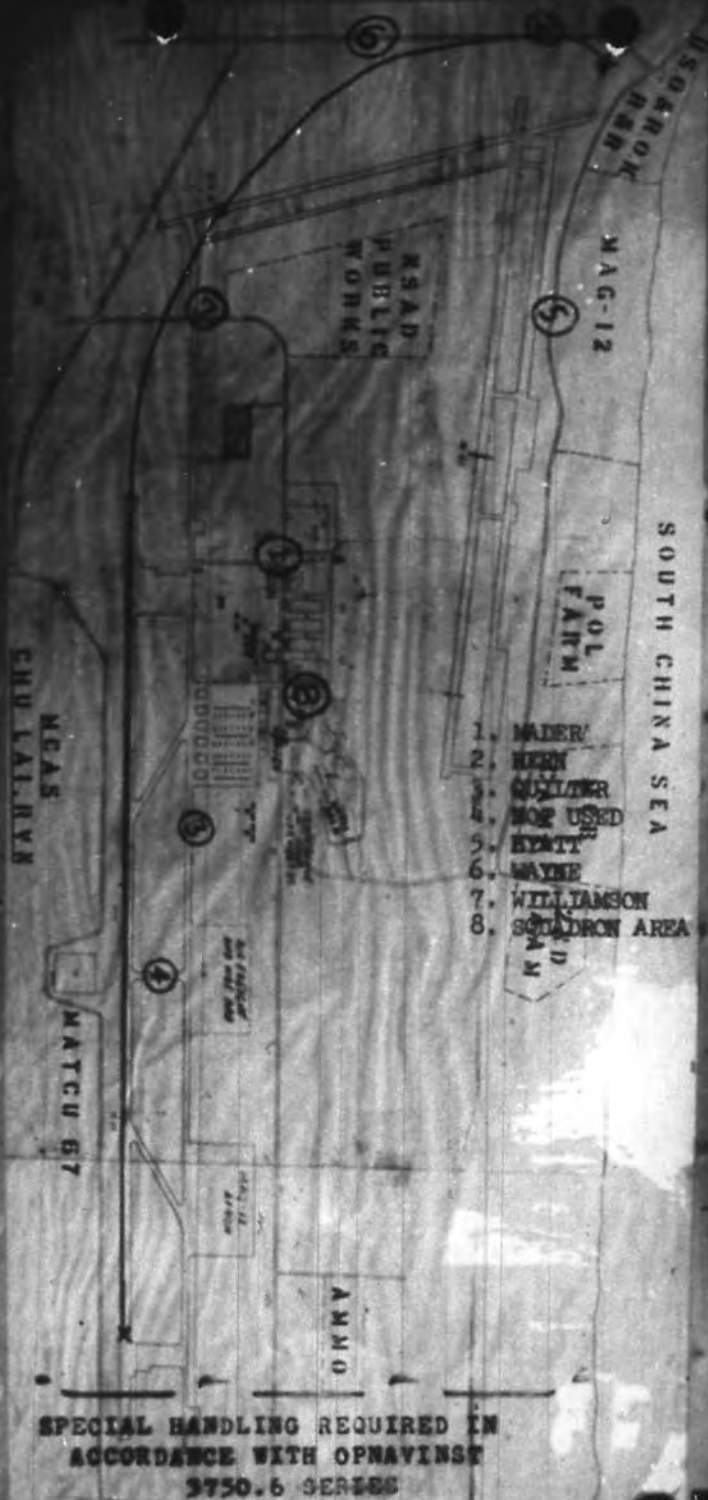
- 13 OCT 1. DISCREPANCY: RADIO WORKED BEAUTIFULLY EXCEPT WHEN SWITCHED TO BUTTON  
7, THEN WENT OFF, WORKED FINE AFTER SWITCHING CHANNELS A FEW TIMES.  
OK, DROPPED CLEAN.  
A. CORRECTIVE ACTION: CHECKED RADIO ON ALL CALLABLE CHANNELS; SYSTEM  
CHECKED GOOD.
- 14 OCT 1. OK
- 15 OCT 1. GOOD AIRCRAFT
- 16 OCT 1. DISCREPANCY: TAXI LITE WENT OUT ON TAKEOFF ROLL.  
A. CORRECTIVE ACTION: REPLACED LIGHT BULB.
- 16 OCT 1. DISCREPANCY: AN/AJB-3 VERTICAL OSCILLATION OF 2-3 DEGREES CONTINUALLY.  
A. CORRECTIVE ACTION: REPLACED ADI, CHECKS GOOD.
- 16 OCT 1. OK
- 16 OCT 1. DISCREPANCY: NIBBLING BURNER ON STARBOARD ENGINE, OK GOOD BIRD,  
DROPPED CLEAN.  
A. CORRECTIVE ACTION: MICRO-ADJUSTED MICRO UNIT ON THROTTLE CABLE.
- 17 OCT 1. DISCREPANCY: ALTIMETER JUMPS 5000'-10000', VSI FLUCTUATES 1000' AND  
AIRSPEED DROPPED FROM 50-60 KNOTS.  
A. CORRECTIVE ACTION: REPLACED CADC. CHECKS GOOD.
2. DISCREPANCY: TWO BOMBS HUNG #1&2 STA STED TER, RIPPLE ALL UTILIZED.  
A. CORRECTIVE ACTION: STATION #1 CHECKED GOOD, STATION #2 TIGHTENED  
BREECH ASSY, CHECKED GOOD.
3. DISCREPANCY: BACK SEAT SHOULDER HARNESS BINDING.  
A. CORRECTIVE ACTION: CHECKED OUT HARNESS RELEASE; WORKED PROPERLY.
4. DISCREPANCY: TACAN UNRELIABLE-- SEARCHES CONSTANTLY 20-30 DEGREES  
IN BEARING AND DME; WON'T LOCK ON UNTIL WITHIN 40 MILES.  
A. CORRECTIVE ACTION: REPLACED RT-542 KY-312; TACAN CHECKS GOOD.
- 18 OCT 1. DISCREPANCY: LOST ICS-- ALL SETTINGS, OVER RIDE ETC. R/C COULD NOT  
TAKE RADIO CMD F/C COULD NOT PASS.  
A. CORRECTIVE ACTION: REPLACED NAV COMP, ICS & COMM CMD RELAYS IN  
TAKE CMD RELAY PANEL; ALL SYSTEMS CHECKED GOOD IN BOTH COCKPITS.
2. DISCREPANCY: IFF CMD BOX LOOSE.  
A. CORRECTIVE ACTION: CORRECTED LOOSE IFF CMD BOX.
3. DISCREPANCY: NAV COMP GAVE NO READOUT WHEN TURNED ON.  
A. CORRECTIVE ACTION: REPLACED RELAYS (REFER TO #1).

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3754.6 SERIES.

ORIGINAL

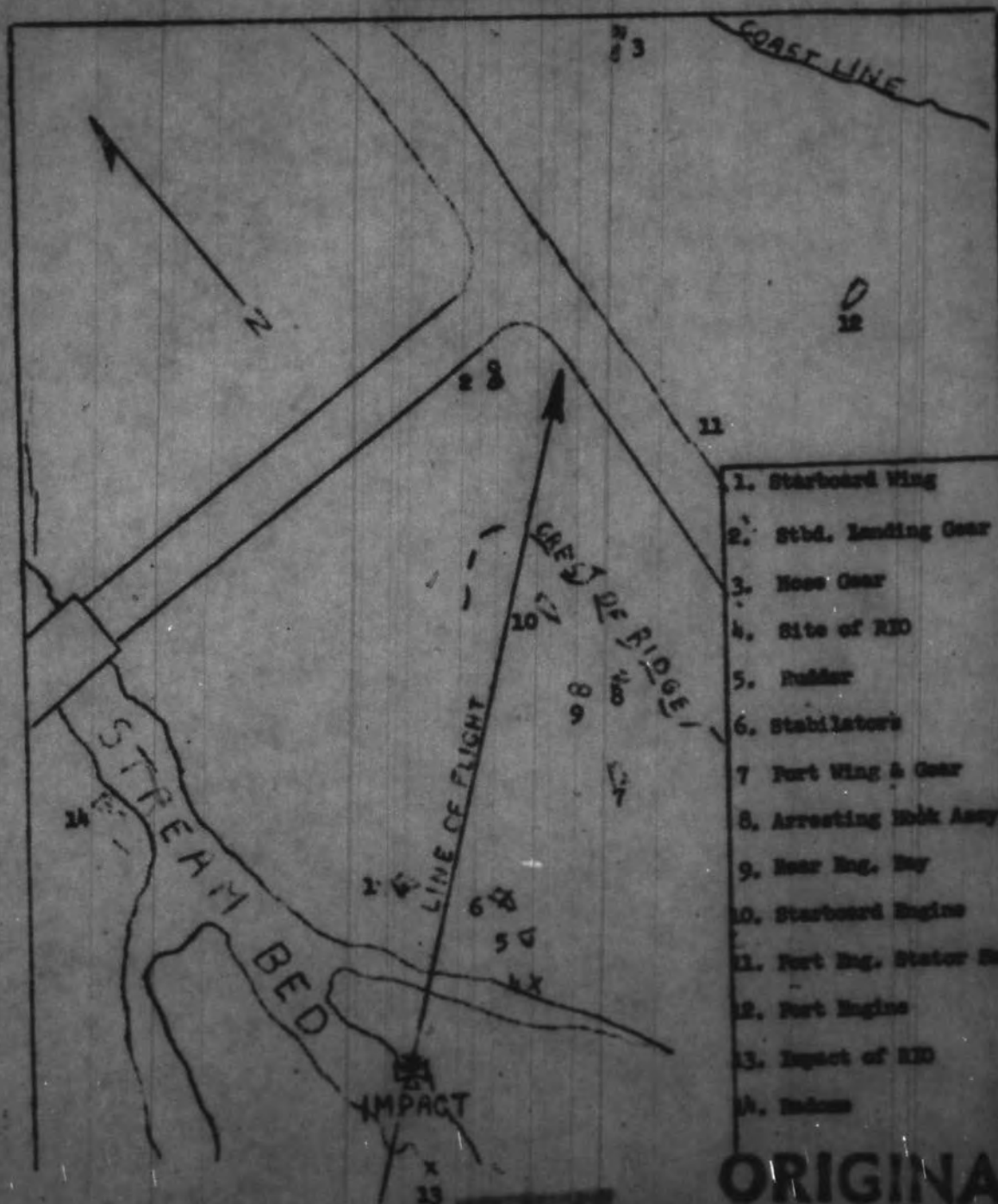
ENCLOSURE (11)





ENCLOSURE (12)

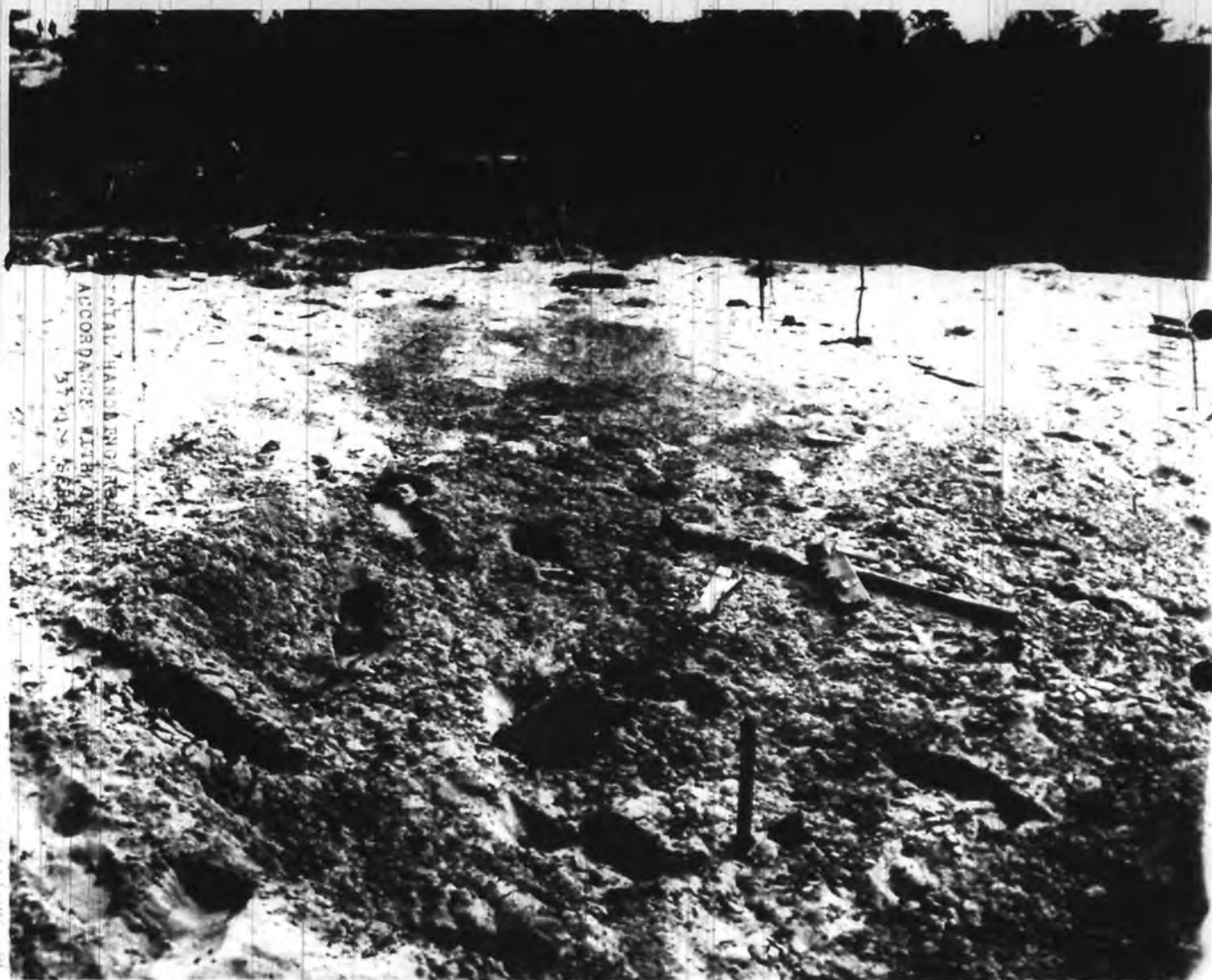
# WRECKAGE DIAGRAM



ORIGINAL

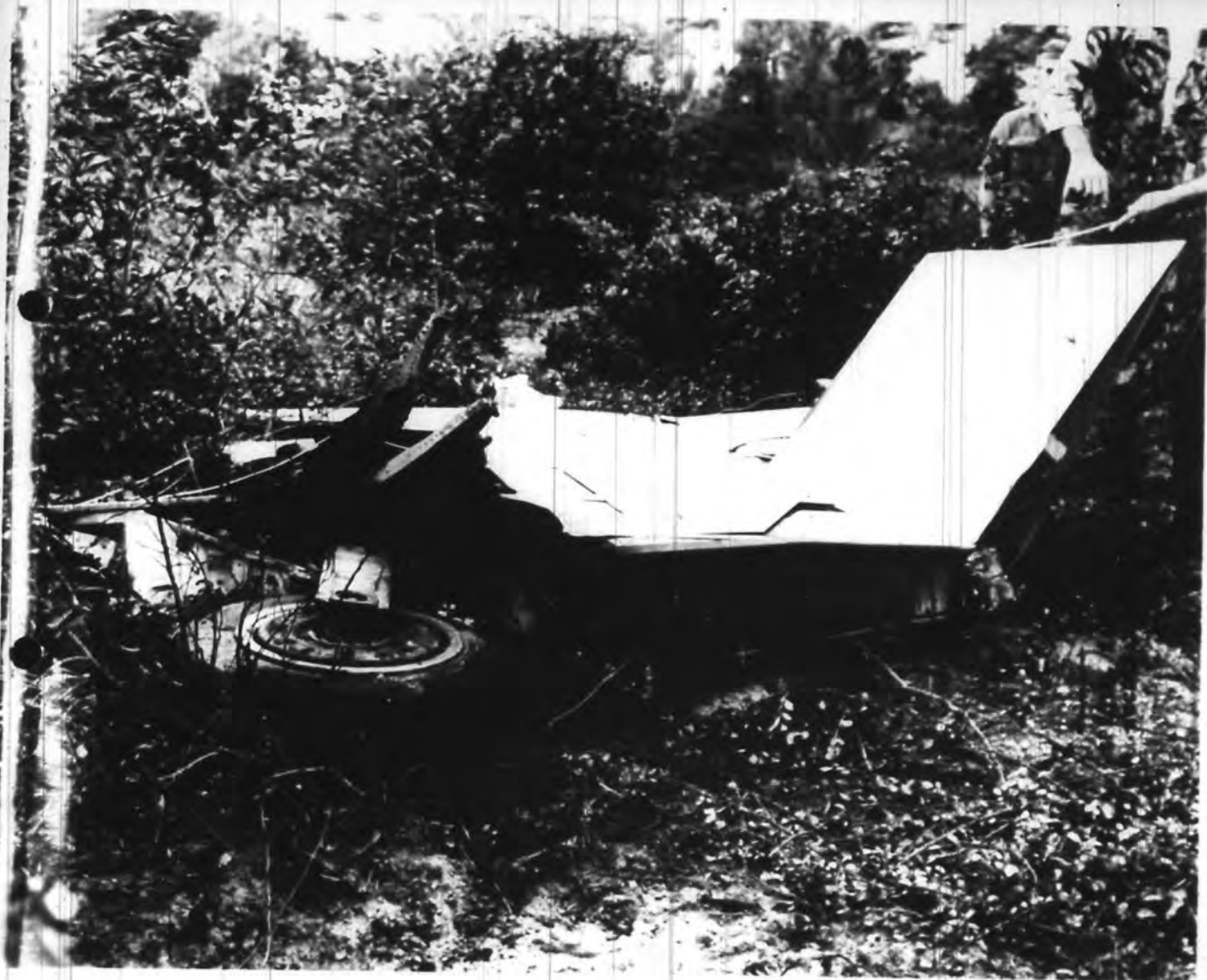
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH ORIGINATOR'S INSTRUCTIONS

ENCLOSURE (10)

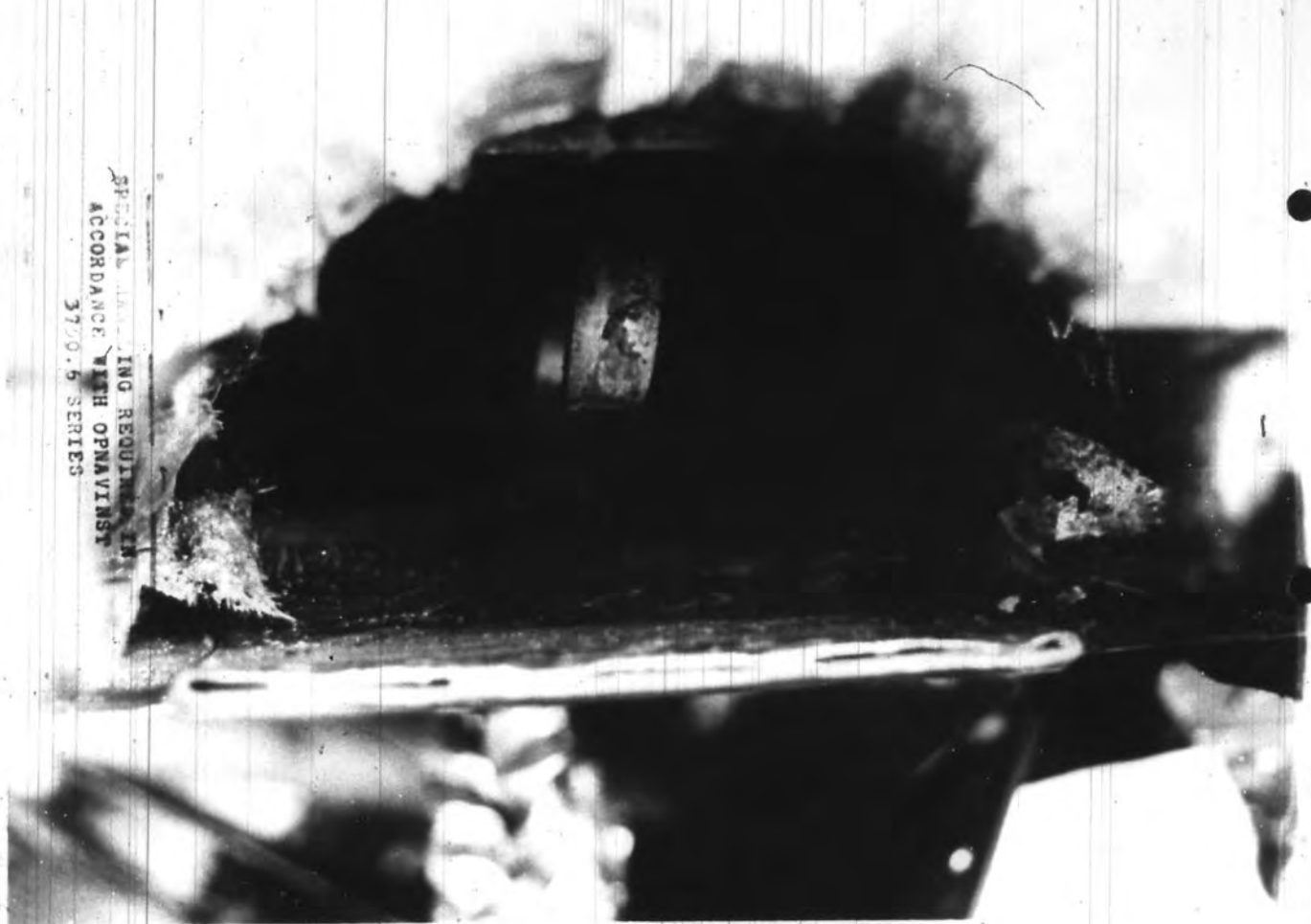


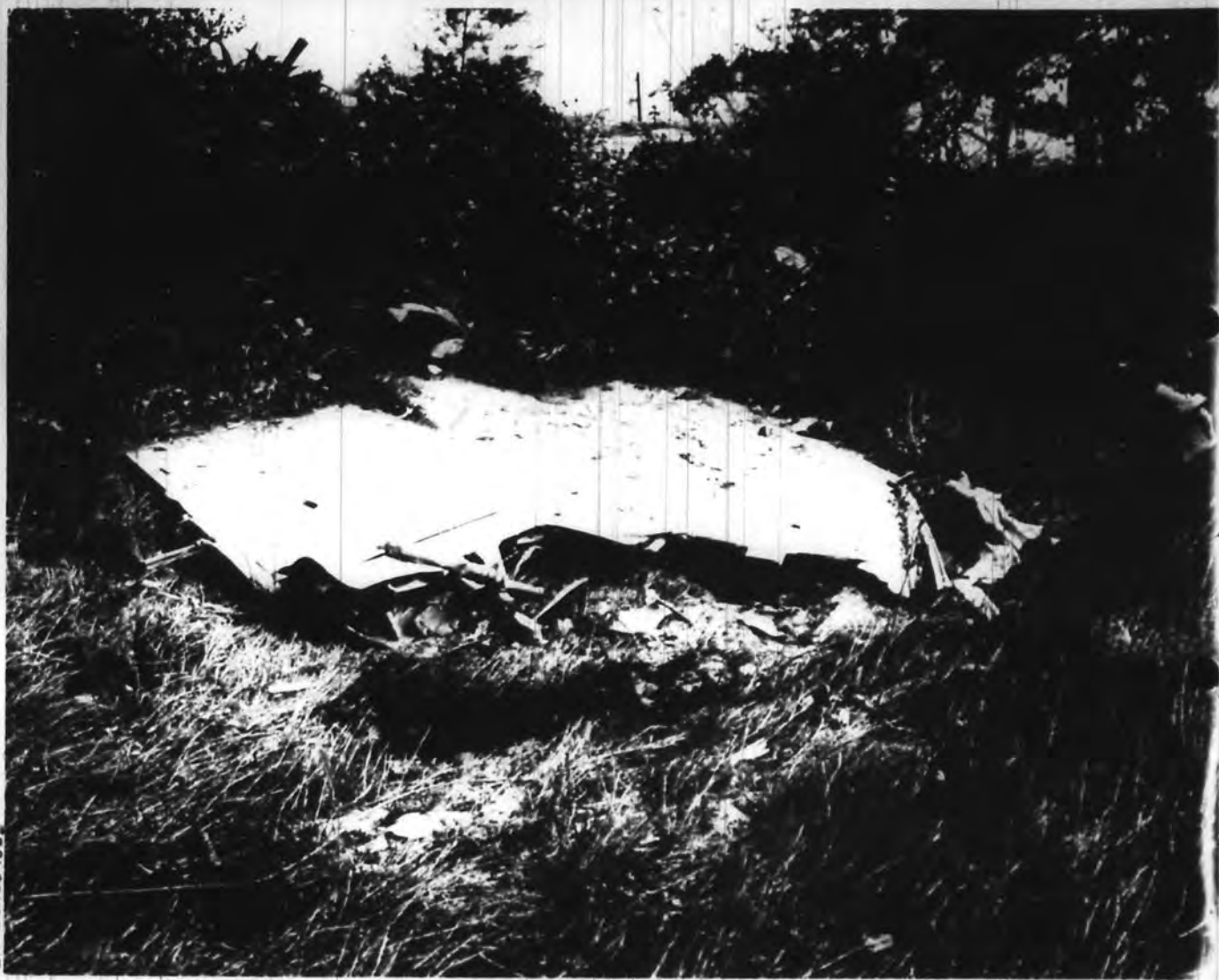
NOT HANDLING  
ACCORDANCE WITH  
STANDARD





SPECIAL HANDLING REQUIRED IN  
ACCORDANCE WITH OPNAVINST  
3700.6 SERIES





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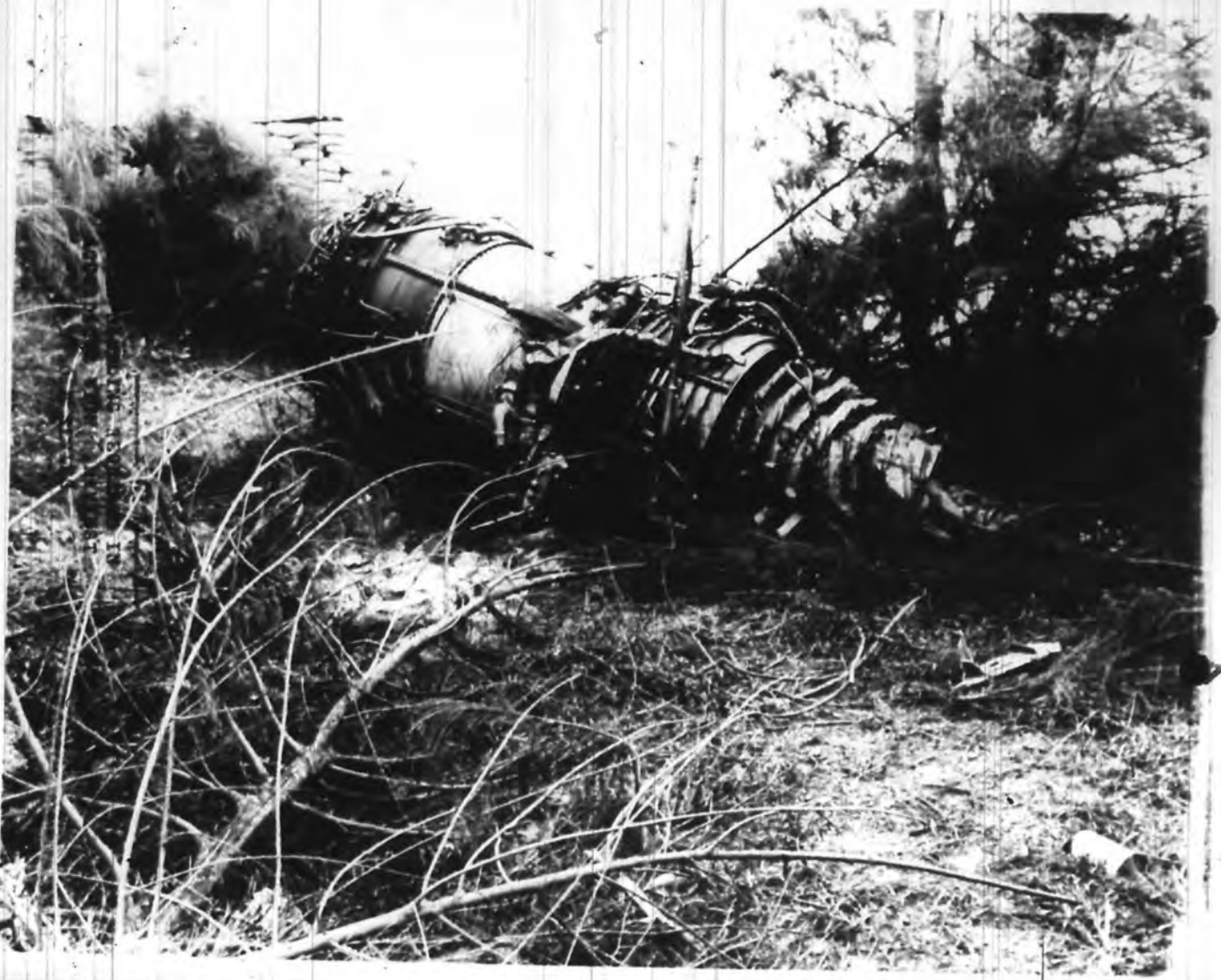
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ACCORDANCE WITH  
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ENCLOSURE (11)

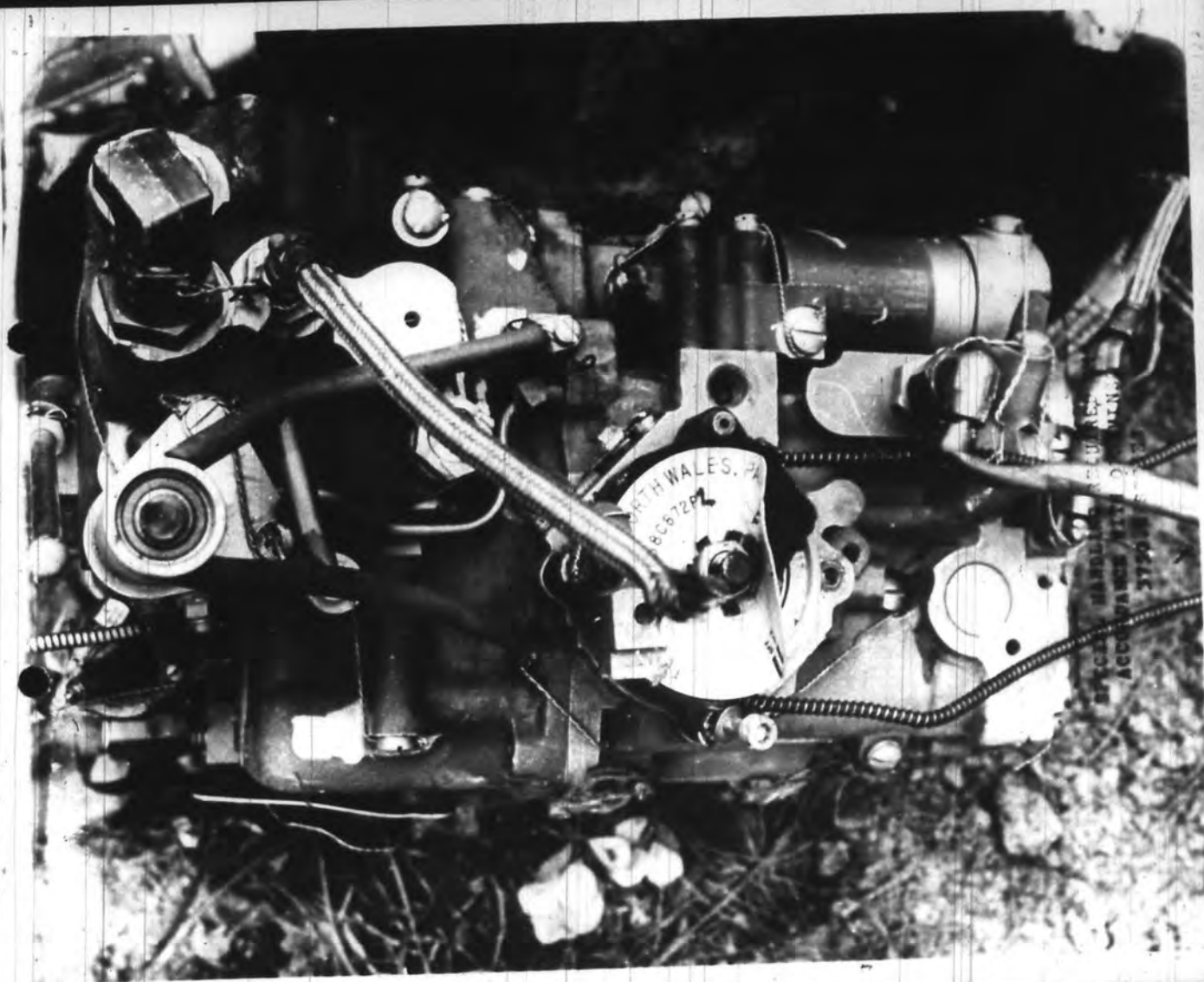
SPECIAL HANDLING REQUIRED IN  
ACCORDANCE WITH OPNAVINST  
3750.6 SERIES

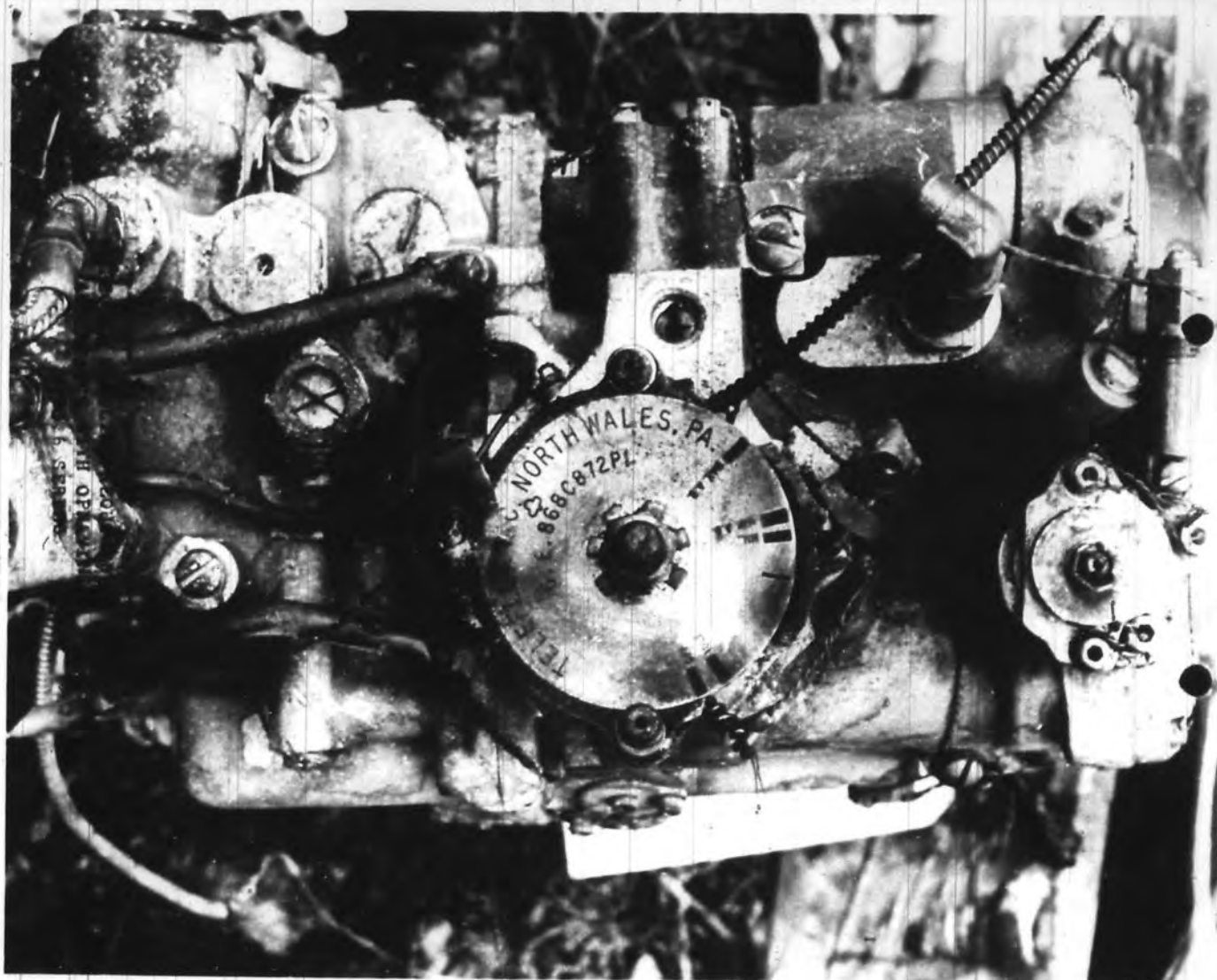


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PILOT: MAJOR JACKS

17 OCT 2130 BRIEF FOR TPQ (DURATION OF FLIGHT-4.9 HRS)  
2430 RETIRED

18 OCT 0530 BREAKFAST  
0630 BRIEF FOR HELO ESCORT (1.2 HRS)  
0900 RETURN FROM FLIGHT  
1200 LUNCH  
1300 DINNER  
2000 RETIRED (SLIGHTLY EARLIER THAN NORMAL. IT IS  
FELT THAT THIS WAS OCCASIONED BY THE LATE  
FLIGHT ON THE 17th AND EARLY FLIGHT ON THE  
18th, GIVING HIM LESS SLEEP THE PRECEDING  
NIGHT. THERE WAS NO INDICATION TO OBSERVERS  
OF ANY HEALTH PROBLEM)

19 OCT 0600 BREAKFAST  
0700 BRIEF FOR TPQ  
0750 ACCIDENT

NOTE: Though assigned no auxillary duties within the squadron,  
at his own request, he was planning a training program in his  
free time and at his own pace.

-----  
RIO: LT. MACGEARY

18 OCT 0630 ASSUMED THE AIR-GROUND HOT PAD  
1200 RELIEVED OF DUTIES, AIR-GROUND HOT PAD.  
(LAUNCHED FOR ONE FLIGHT 1.2 HRS)  
1230 LUNCH  
1800 DINNER  
2200 RETIRED

19 OCT 0630 BREAKFAST  
0700 BRIEF FOR TPQ  
0750 ACCIDENT

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

ENCLOSURE 7347

Enclosure 25 not in  
microfilmed copy.



**AIRCRAFT FIRE/RESCUE REPORT**  
 NAVJAG FORM 1126-1 (REV. 11-63)

NO TRANSMITTAL LETTER REQUIRED

REPORT SYMBOL NUMBER (1126-1)

**STATION AND LOCATION**  
 MARINE CORPS AIR STATION, CHU LAI RVN

**DATE OF REPORT**  
 19 October 1967

**REPORT NO.**

**DATE AND TIME OF INCIDENT**  
 19 Oct 67 0750 Hrs.

**ON STATION** ☒  
**OFF STATION** ☐

**REPORTING CIRCULAR**

WPA 542

**MODEL AIRCRAFT INVOLVED**  
 F4-B

**BUREAU NO.** 151497

**TO: Chief, Bureau of Naval Weapons**

**EXACT LOCATION OF INCIDENT**  
 100 Yrds north of East end  
 of Grosswind Runway.  
 75 Yrds off of MSR Chu Lai

**MILITARY COMMAND**

**VIA**

**SIGNATURE**

TYPE OF INCIDENT			FIRE INVOLVED		ESTIMATED CAUSE
TAKE-OFF	<input checked="" type="checkbox"/> LINE ON LOADING	FUELING	YES	<input checked="" type="checkbox"/>	Power failure
LANDING	<input type="checkbox"/> PARKED	MAINTENANCE	NO	<input type="checkbox"/>	
TAXIING	<input type="checkbox"/> DEFUELING	INFLIGHT	<input checked="" type="checkbox"/> IMPACT	<input checked="" type="checkbox"/>	
			<input type="checkbox"/> DELAYED	<input type="checkbox"/>	

**OTHER (Specify)**

**CONDITIONS AT TIME OF INCIDENT**

**GENERAL WEATHER PICTURE**

Daylight, clear sky, early morning

**WIND DIRECTION** NW/NW  
**WIND VELOCITY (mph)** 300 at 08 knots  
**TEMPERATURE (°F)** 76 degrees

**NATURE OF TERRAIN AT AND IN APPROACH TO INCIDENT**  
 Rough and swampy

**LIQUID FUEL QUANTITY**

**ESTIMATED ON BOARD BEFORE INCIDENT (lbs)** 18000 lbs

**ESTIMATED ON BOARD AFTER INCIDENT (lbs)** None

**ESTIMATED SPILL AREA (Size in feet)** 25' wide & 200' long

**OTHER FUELS**  
 Hydraulic, liquid oxygen

**PERSONNEL RESCUE**

**NO. PERSONNEL ON BOARD AIRCRAFT** 2  
**NO. PERSONNEL SURVIVED** 0  
**NO. PERSONNEL ESCAPED UNAIDED** 0  
**NO. PERSONNEL RESCUED** 0

**DESCRIBE RESCUE METHODS USED**  
 None

**FIRE FIGHTING**

FIRST METHOD OF ALARM USED			TIME RECORD	
<b>TWO-WAY RADIO</b>	<b>EMERGENCY INTER-COM.</b>	<b>EMERGENCY PHONE</b>	<b>TIME ALARM RECEIVED</b>	0750
<b>OTHER METHOD (State)</b> No watchman passed word instantly			<b>TIME EQUIPMENT ARRIVED</b>	0755

**PERSONNEL ON DUTY OBSERVED & MOVED OUT**

EACH EQUIPMENT AVAILABLE AT INCIDENT		NO. PERSONNEL MANNING EQUIPMENT		QUANTITY EXTINGUISHING AGENTS USED	
TYPE	NO. LOADS USED	MIL.	CIV.	FOAM (gals. conc. used)	OTHER TYPES AND QUANTITIES
MB-5	-	3		No foam used	2 PEP Bottles 30 lbs
MB-5	-	3			2 PEP Bottles 30 lbs
MB-5	-	2			1 PEP Bottle 30 lbs
MB-1	-	3			1 PEP Bottle 30 lbs
520-B	1	2			100 gals water

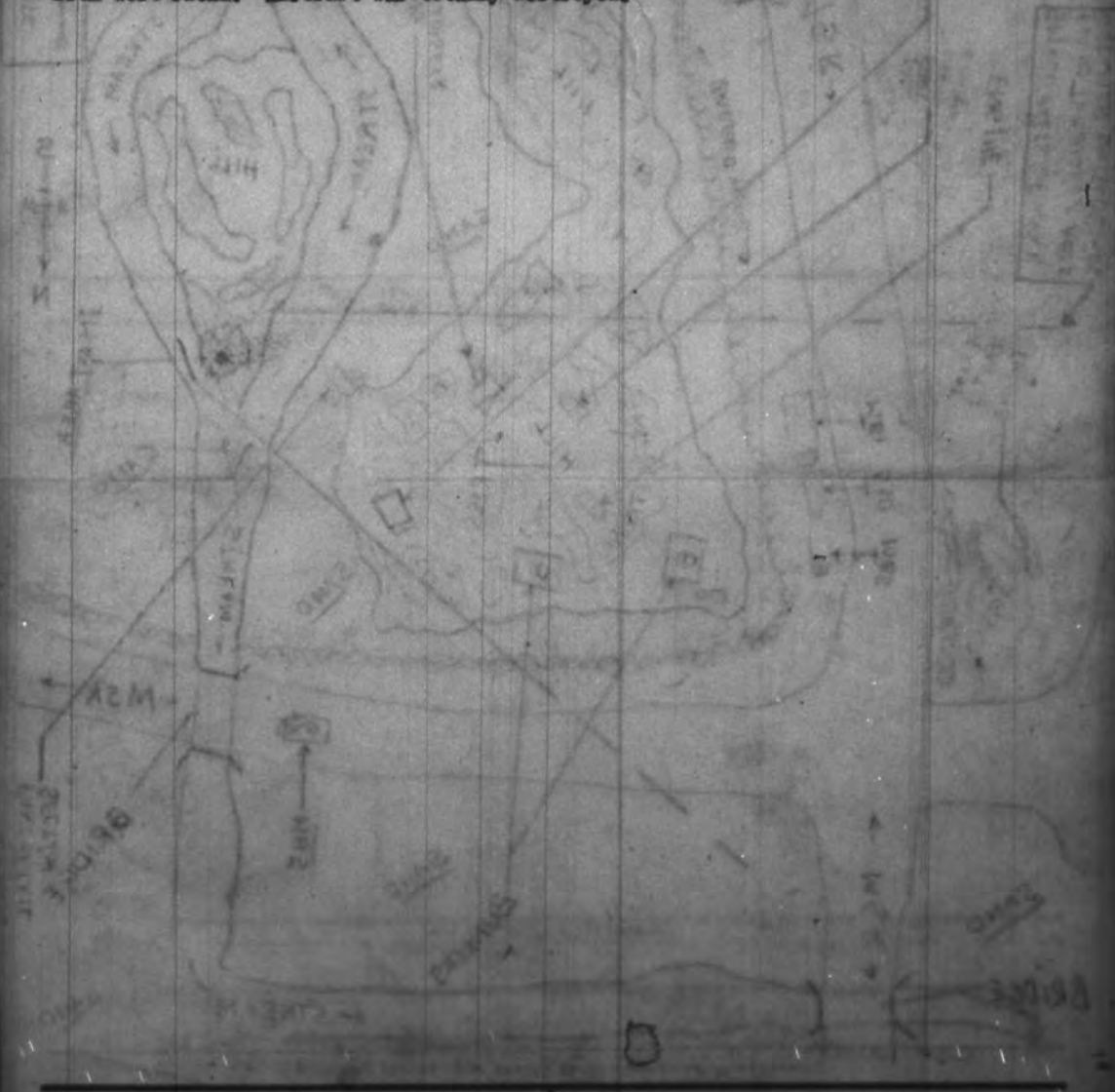
**STATION EQUIPMENT OUT OF SERVICE**

TYPE	DEFICIENCY	NO. OF DAYS	EXPLAIN DELAYS TO REPAIR
MB-1	Rehab	384	
MB-1	Blown head gasket	249	Awaiting parts
MB-5	Slave cylinder	181	Awaiting parts
O-1 CRATE	Engine is frozen	253	Scheduled for rehab

**ORIGINAL**  
 ENCLOSURE 004

FULL DESCRIPTION OF FIREFIGHTING OR PROTECTION AT INCIDENT

Crash sight was inaccessible to get fire equipment close into fight fire, so only type of fire fighting was done with 30 lbs MFP hand bottles. Actually no other agent was needed, because only small spot fires remained, and total extinguishment was accomplished. Only small brush fires required water from handline on pumper. No rescue was made. Both pilots were blown out of the aircraft. At time of crash approximately 0750 Hrs. the East Field was closed. Aircraft took off from West Field. Aircraft was totally destroyed.



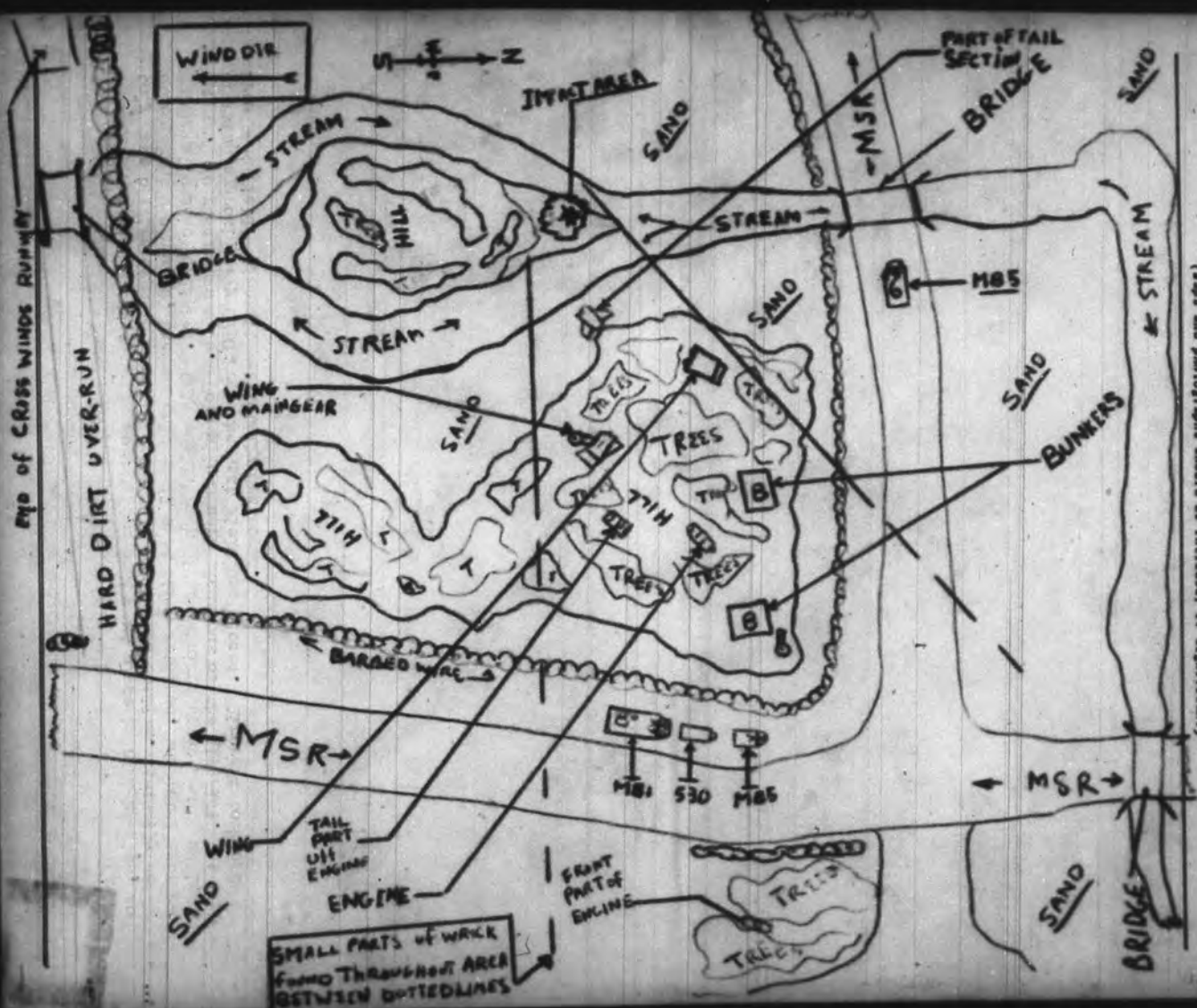


DIAGRAM OF INCIDENT SHOWING WIND, DIRECTION, APPROACH OF  
EQUIPMENT, POSITION OF AIRCRAFT, DISTANCES, ETC.  
(Maps and photographs should be included, if significant)

DESCRIPTION OF DIFFICULTIES IN FIRE CONTROL AND  
EXTINGUISHMENT DUE TO UNUSUAL CONDITIONS OR EQUIPMENT  
AND/OR AGENT INADEQUACIES

NONE

RECOMMENDATIONS FOR IMPROVEMENTS IN EQUIPMENT  
AND/OR PROCEDURES TO INCREASE EFFICIENCY

1. Obtain more of the large type aircraft tires so that all MB-5's can be equipped with same.
2. MAG-12 remains in dire need of a Crash Crane.

MONETARY LOSSES (Estimated)

PERCENT DAMAGE BY IMPACT		PERCENT DAMAGE BY FIRE		LOSS TO SURROUNDING PROPERTY	
DATE	PREPARED BY (Name and title)	DATE	PREPARED BY (Name and title)	DATE	PREPARED BY (Name and title)
19 Oct 67	(b) (6) 3 OFFICER				(b) (6)
DATE	EDITION COMMANDING OFFICER	DATE	EDITION COMMANDING OFFICER	DATE	EDITION COMMANDING OFFICER



The Medical Officer's  
Reports were withheld  
entirely under  
exemptions (b)(5)  
and/or (b)(6) of the  
FOIA.